ALL ABOARD

With G. E. Mortimore

SPEED limits should be adjusted to road conditions, says a correspondent who asks me to withhold his name.

"Flow of traffic to avoid build-up of 'trains' behind one-speed road hogs would be greatly helped by speed limits suited to road conditions. The safe speed difference for passing is 15 miles an hour or more. This if I pass you when you are doing 45, my maximum speed, at the passing instant, should be 60 or more.

"I should maintain the higher speed until I leave you a safe distance behind to leave room for others to pass you and fall in behind me . . . The passing vehicle should never obstruct the passed vehicle or leave any dangerous situation behind as a result of the faster driver's action.

"Speed limits are essential for the safety of the inexperienced. Better than any speed limit is a rule to drive so as to be assured you can stop in one-half the visible distance ahead.

"Any straight stretch of a mile without an intersection should be good for 65 miles an hour for its first three-quarters of a mile.

"Twenty years ago an experienced driver of my acquaintance drove 65 miles an hour on considerable stretches of the old Island Highway. He has never had an accident to my knowledge.

"Fifty miles an hour is a nice comfortable speed if you are in no hurry, but you can save 10 minutes in every hour of driving time by doing 60.

"If you can go rapidly over the smooth, straight, monotonous stretches which are easy on the vehicle you can afford to go slowly over the rough and crooked places and still make good time.

"There are no good reasons for reducing speed limits below the 60 to 65 which is the rule in Washington, Montana, Idaho and Alberta.

"Where roads are narrow and crooked they reduce the speed limits. We have plenty of stretches in B.C. which are quite suited to a 60-mile-an-hour limit.

"The slow driver has a perfect right to drive as slowly as he wishes—so long as he keeps his right wheel within three feet of the right edge of the road.

"The trouble with many slow drivers is that they are happy only with their left wheels six inches from the white line. If they could see it under the car they would straddle it.

"A line straddler even at 48 miles an hour who thinks it is his patriotic duty to hold a train behind him causes frustrations which explode into accidents.

"I can count on one hand the men I know who keep to the letter of the speed limits and three of them are line near-straddlers.

"Many acquaintances claim they like to average 60 miles an hour but it is difficult with so many Sunday drivers on the road (on weekdays) . . .

"Few fast drivers are road-hogs. They know the value of sharing the road. If they have an accident it will be more often through leaving the road with only one vehicle involved . . . If anyone wants to pass me at 70 when I am doing 50 I say good for him (but not if he honks . . .).

"There is not much fun in driving any more, with too many cars on the road and too few curves. I visualize 1980 highways full of cars bumper to bumper going 20 miles an hour for three hours in the morning going to work and three hours going home after a two-hour work day.

"The slow-driving road-hog turns left from right-hand lanes . . . and right from left-hand lanes . . . He is worse than the drunken driver because drunken drivers are so much less numerous . . .

"Speed limits suited to the road are a useful gauge to police in judging whether a vehicle may be in competent hands. But drivers vary so much in ability that there should be other things than speed in any dangerous driving charge."

* * *

So my corespondent says. I agree with him that slow, middle-of-the-road drivers are dangerous. But irresponsible speed maniacs are dangerous, too.

My correspondent, being a fast driver, feels kindly toward others of his species. He sees the fast drivers as the "good guys," the slow drivers as the villains. That's a common human trait. We tend to favor people who are like ourselves.

My friend implies that speed limits are for dud drivers, and that good drivers can judge their own speeds. This may be true. Unfortunately, many of the people who imagine themselves to be good drivers are really poor drivers.

If all drivers were as good as they think they are, we wouldn't require speed limits or policemen. Speed limits aren't just a rough guide. They are meant to be observed.

The Travellers' Insurance Co. summary of U.S. accidents each year shows that excess speed is the common factor in most of the serious accidents—and that most of these accidents happen on clear, straight roads in good weather. The best way to reduce accidents is to make sure that the bad drivers drive reasonably slowly. We can't be quite sure who the bad drivers are, so the speed limit applies to everyone. Suppose you do save 10 minutes by going at 60. You probably waste the time at the other end, anyway.

Sea Cadets Installed

Two of 27 members attached to Royal Canadian Sea Cadet Corps "Rainbow," James Lysne, 13, 3204 Kingsley, and 11-year-old James Stephen, 11, 347 Anson, receive certificates from Mrs. Patricia Dufour of the Navy League at special installation ceremonies last night. The boys were made official cadets joining the 97 other Sea Cadets in the Navy League Corps.—(Colonist photo)

After Oil, Defence?

OTTAWA (CP) — Canada-United States defence co-operation may suffer as the result of new American restrictions on imports of Canadian oil, officials said Wednesday.

(See Harry Young, Page 16.)

What mostly concerns authorities here is that if the U.S. can disregard Canadian views concerning oil it can equally ignore them on joint defence production-sharing.

Prime Minister Diefenbaker himself implied this in the Commons Wednesday when he said:

"There are from time to time and will continue to be representations made to the U.S. president with respect to these matters which we believe are detrimental to Canada and, in particular, to Canada and the U.S. because of the relationship which exists between the two countries in respect of defence."

Authorities added that increasing American curbs against imports of Canadian goods, especially primary products, tends to build up a climate of resentment in the government against U.S. requests for such defence items as aircraft and missile bases.

Engineer Strike Off; Walkout Threatens

Continued from Page 1

bargaining rights as the primary issue.

"We now feel integrity of the government is at stake," he said.

Thousands of strike picket cards have been mailed to BCGEA branches.

David Lyttle, president of the Victoria BCGEA branch, said close to 1,000 members have volunteered to walk the picket lines on government buildings here.

He said there will be more civil servants on picket duty than there have been pickets in all the strikes ever held in Victoria.

B.C. labor leaders have already instructed picket captains on the art of "peaceful picketing."

But many expect that a strike of the civil servants would last only a few hours before Premier Bennett invoked the Civil Defence Act to declare a state of emergency and send the civil servants back to work.

Or he might table the Carrothers report, which the government has kept under wraps since the middle of January.

Civil servants polled in legislative buildings corridors yesterday refused to believe there will be a strike, but most said they will back one if it comes to that.

Many said they believed the civil service had won the wage battle and should now settle down to work.

Others were more adamant and believed that now is the time to have the bargaining rights question settled with the government.

Several said that now, while the legislature is sitting, is the time to finish the dispute.

Some, who were not members of the BCGEA, said they would be prepared to strike with association members.

"I don't want to strike. But I don't think I would have got a $16 raise, if it hadn't been for the association. So I will support it," said one non-member.

Opposition Leader Robert Strachan in the legislature yesterday invited Premier Bennett to explain the government's stand on the strike situation.

"The premier has nothing to say," was the only reply from Premier Bennett.

Provincial Secretary Wesley Black and other cabinet members had nothing to say except for a short press release issued which stated the government had bowed to the wage demands of the civil servants.

Mr. Strachan has already suggested that in the event of a strike the legislative assembly should move to the Empress Hotel where there is a large heated room.

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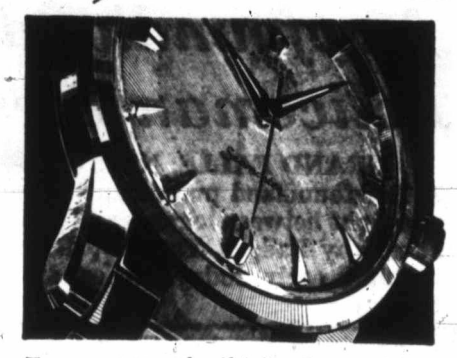

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Smallwood Hits Out

Continued from Page 1

tween life and death" in a Grand Falls hospital.

Premier Smallwood said IWA pickets who took part in the Badger incident were massed in the community after being recruited Monday along sections of the Newfoundland west coast.

The premier gave this account of the meeting between loggers and police:

The men on patrol encountered pickets who filled the street near the Pentecostal Church. They asked Grand Falls by radio for reinforcements.

Sixty-one men, 11 of them members of the Newfoundland constabulary, were dispatched to Badger. When they arrived there pickets were blocking the highway.

The police formed a column and marched through the pickets who moved aside to let them pass. After they had passed through, the pickets closed in again. The police turned around and began to march again through the pickets to emphasize that the road must be kept clear.

As they began to march through the second time they were attacked by the pickets.

The premier said "the real criminals in the Badger fracas Tuesday might have escaped. The real criminals are Ladd, Hall and McCool." He referred to H. Landon Ladd, president of District 2, International Woodworkers of America (CLC), and IWA oranizers Jeff Hall and John McCool.

"We pray," the premier said, "that there will be no more bloodshed. We pray, and Newfoundland prays, that there will be no more violence. We pray that these poor unfortunates who have been so cruelly misled will realaize the error of their ways.

Ship Calendar

Many Advances In New Kootenay

HMCS Kootenay arrived at Esquimalt naval dockyard yesterday for a three-week stay. She leaves April 3 for Halifax and service with Atlantic Command.

Kootenay is the navy's newest destroyer escort, commissioned last Saturday at Burrard Dry Dock in North Vancouver.

She will be followed into service June 6 by the Terra Nova, second of the improved Restigouche class to be built on the west coast and now undergoing final trials at Victoria Machinery Depot.

Both ships carry homing torpedoes with improved capabilities over those in the St. Laurent class destroyer escorts.

Other advances in these new fighting ships include the forward guns, now twin three-inch 70-calibre with a greater rate of fire than the three-inch 50s on their predecessors, and improved sonar equipment.

Scientists of the Pacific Naval Laboratory at Esquimalt contributed to the research which resulted in the new sonar.

In general, this new equipment is designed to overcome limitations imposed by unfavorable water temperatures, salinity and other conditions which tend to distort sound passing through water.

The new sonar equipment also has greater range than that previously in use.

Minor changes have been made in the bridge structure, which now has wings replacing the open pilotage position atop the St. Laurent enclosed bridge.

The navy announced in Ottawa yesterday that Lieut. Roger D. C. Sweeney, 28, of Victoria, will join the royal yacht Britannia in May for the voyage bringing the Queen and Prince Philip here for the opening of St. Lawrence seaway.

Lieut. Sweeny has been serving as torpedo anti-submarine officer in the frigate Sussexvale based at Esquimalt.

* * *

Merchant shipping in Island ports includes the Fernpoint, Yarrawonga and Mary L., Victoria; Bodenstein, Crofton; Lakemba, Chemainus; Cape Horn, Tahsis; California Star, Alberni.

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Weather Forecast

March 12, 1959

Cloudy with frequent sunny periods. Little change in temperature. Winds westerly, 25. Wednesday's precipitation, .22 inch; sunshine, six minutes.

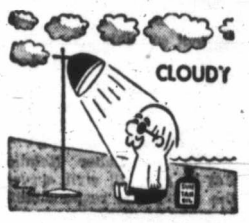
Recorded Temperatures

High 45 Low 40

Forecast Temperatures

High 48 Low 38

Sunset 6.35 Sunrise 6.13



East Coast of Vancouver Island—Cloudy with frequent sunny periods. Little change in temperature. Winds westerly 15. High and low at Nanaimo 48 and 32.

West Coast of Vancouver Island—Cloudy with sunny periods. Little change in temperature. Winds westerly 15. High and low at Estevan Point, 46 and 36.

TEMPERATURES

	Low	High	Precip.
St. John's	17	24	.03
Halifax	17	27	.10
Montreal	4	29	—
Ottawa	−1	26	—
Toronto	5	30	—
North Bay	1	29	—
Kenora	13	33	—
Winnipeg	18	29	.18
The Pas	17	21	.03
Regina	25	35	—
Lethbridge	30	45	—
Calgary	23	47	—
Edmonton	23	41	—
Crescent Valley	21	43	—
Grand Forks	22	43	—
Kamloops	33	47	—
Penticton	30	46	—
Vancouver	37	43	.36
Prince Rupert	36	42	.48
Whitehorse	−4	14	.14
Seattle	36	48	—
Portland	32	58	.01
San Francisco	46	75	—
Los Angeles	76	88	—
Spokane	26	47	—
New York	25	36	—

TIDES AT VICTORIA (Pacific Standard Time)

	Time H.M	Ht. Ft.	Time H.M.	Ht. Ft.	Time H.M.	Ht. Ft.	Time H.M.	Ht. Ft.
12	04.25	8.0	11.04	4.2	17.05	6.8	22.47	5.5
13	04.51	8.0	11.48	3.9	18.18	6.6	23.11	6.0
14	05.18	7.8	12.33	3.8	21.25	6.7	23.31	6.5
15	05.40	7.9	13.22	3.7				
16	06.19	8.7	08.16	9.8	15.48	4.4		
17	00.09	9.6	04.40	9.0	08.52	9.7	16.43	4.4
18	06.53	7.7	16.20	3.4				
19	08.06	7.7	17.16	3.2				
20	08.33	7.4	06.06	7.2	09.57	7.6	18.08	3.1
21	02.10	7.4	06.38	6.7	11.23	7.6	18.47	3.1
22	01.44	7.5	07.16	6.0	12.28	7.7	19.27	3.2
23	02.00	7.8	07.56	5.2	13.26	7.8	20.06	3.4
24	02.26	8.1	08.38	4.3	14.23	7.7	20.46	3.8

TIDES AT FULFORD HARBOUR (Pacific Standard Time)

	Time H.M	Ht. Ft.	Time H.M.	Ht. Ft.	Time H.M.	Ht. Ft.	Time H.M.	Ht. Ft.
12	00.15	6.1	06.30	10.4	12.58	4.8	19.36	9.5
13	00.54	6.5	06.53	10.3	13.36	4.6	20.31	9.5
14	01.33	7.5	07.16	10.2	14.14	4.5	21.35	9.7
15	02.20	8.1	07.46	10.0	14.58	4.4	22.47	9.
16	06.01	7.9	14.16	3.6				
17	06.24	7.8	15.16	3.5				
18	01.20	9.3	06.16	9.0	09.42	9.3	17.42	4.3
19	02.08	10.1	07.25	8.8	10.56	9.4	18.36	4.1
20	02.43	10.3	08.10	8.4	12.16	9.4	19.33	4.0
21	03.12	10.5	08.46	7.9	13.31	9.5	20.21	3.9
22	03.40	10.7	09.23	7.1	14.41	9.7	21.08	4.1
23	04.07	10.8	09.59	6.2	15.45	10.0	21.53	4.4
24	04.35	11.1	10.38	5.3	16.46	10.2	22.36	5.0

Today's Events

Jack Gillis, chief accountant of the Royal Jubilee Hospital, speaks on "The Royal Jubilee Hospital Centennial" at **Victoria Rotary Club** meeting, 12.10 p.m., Empress Hotel . . . **Optimist Club,** 12.10, Pacific Club . . . Willard Ireland, Provincial librarian and archivist, tells the story of "Barkerville", **Oak Bay Kiwanis,** 6.15 p.m., Oak Bay Beach Hotel . . . Lorothy Stark, local representative of the CNIB, discusses "Schooling for the Blind", **Y's Men's Club,** 6.30 p.m., YMCA Club rooms.

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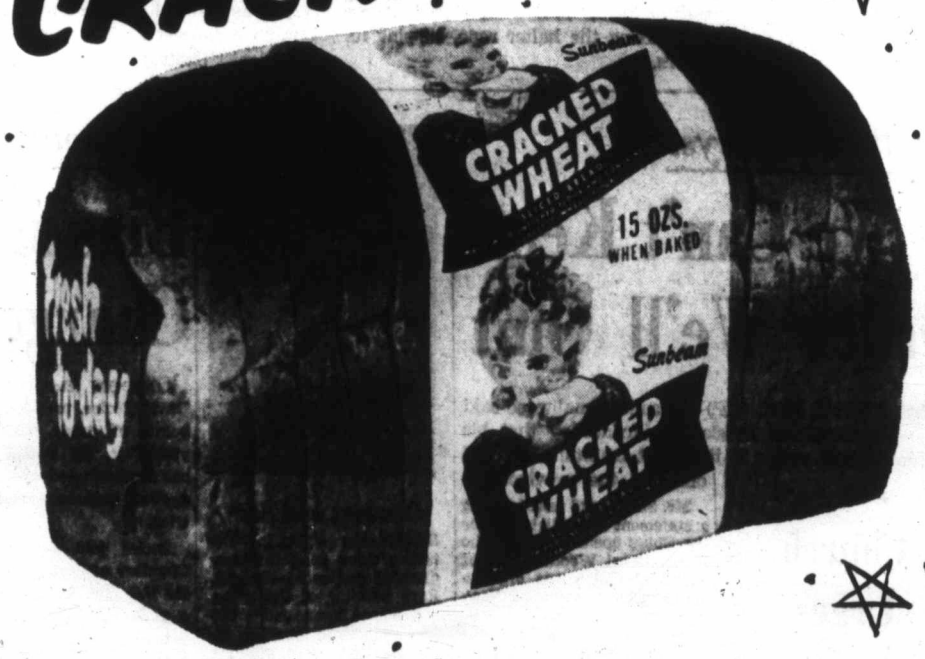

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